

a plan to fulfill the needs of a growing  
metropolitan community for:

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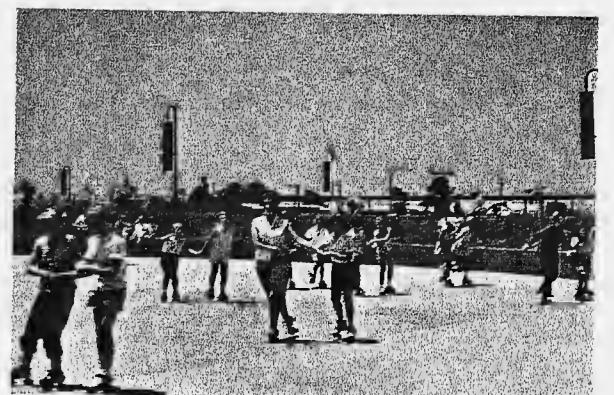
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#### PARKS

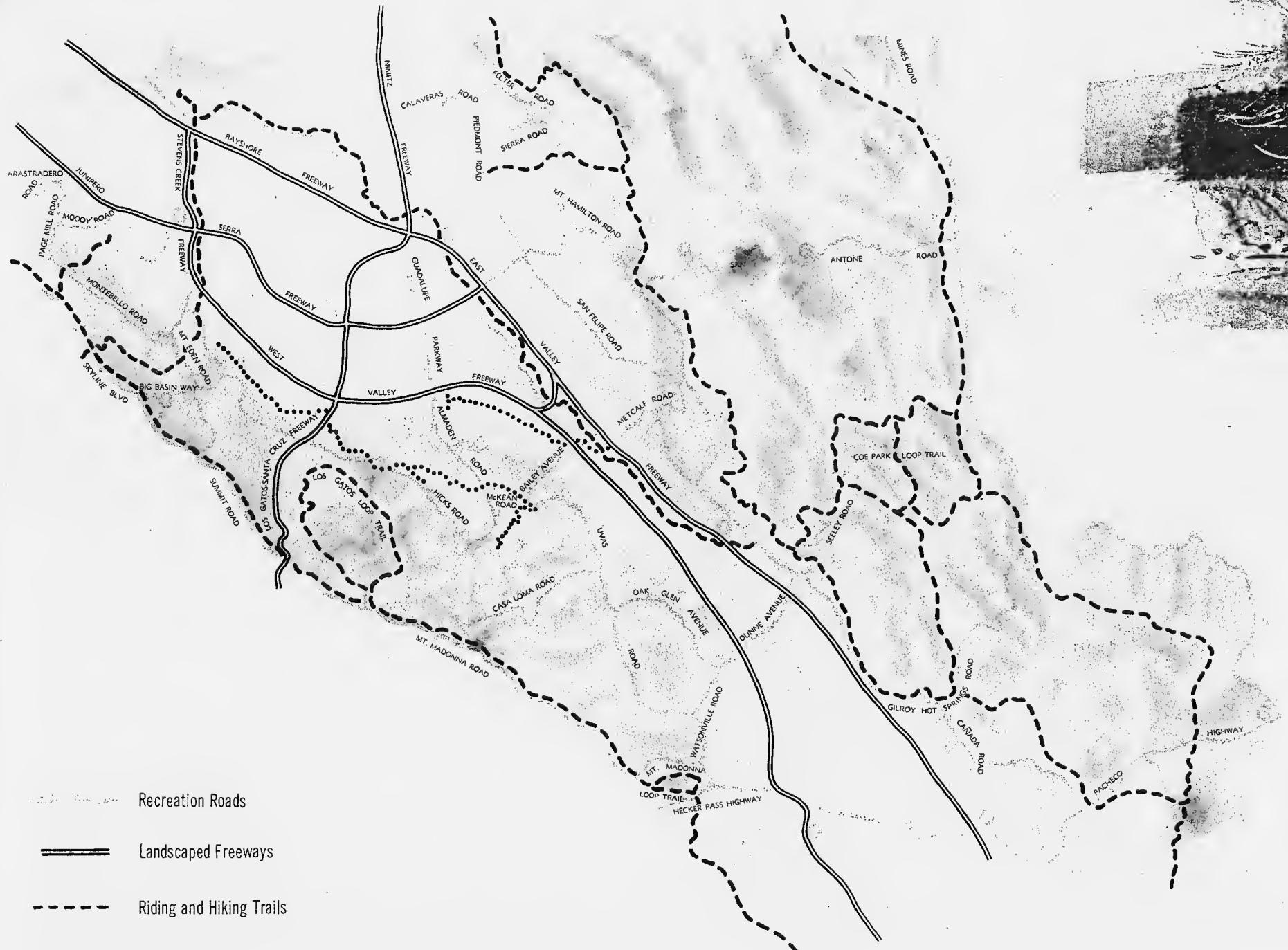


#### RECREATION



#### AND OPEN SPACE





## RECREATION ROADS AND TRAILWA

All of us have a need for adventure. And even though we can no longer travel the world, we can still experience the thrill of the unknown in a strange new land, we can experience a measure of adventure as long as there is a sense of the unknown around the bend. The plan proposes a system of riding and hiking trails which pass through the most scenic areas of the state. Along these trails parks provide overnight camping facilities at intervals of a day's hiking distance or less. As a part of the State of California's system of riding and hiking trails, many of the main trails proposed will be connected by a network of recreation roads.

The unfolding scene can also be enjoyed from an automobile. The Sunday afternoon drive is a traditional American form of recreation. The recreation roads proposed here serve not only to connect

delightful and varied country. A few short miles from urbanization one can find a sense of the wild and the free, with the flavor of the West one hundred years ago. The scenic values of these roads deserve our protection.

"Landscaped freeways" give even the speeding thru-motorist the opportunity of passing through scenic areas. Given this designation by the State Division of Highways, it is planted according to landscape plans to protect the roadside from the encroachment of unsightly roadside development. Before the state will declare a road a landscaped freeway, each city along the way to enact regulations protecting the roadside against billboards and other roadside intrusions.

Roadside rests along the main highways and along some recreation roads provide a place to stop and rest, to have a meal, or to have a pause for relaxation or for eating a picnic lunch in a beautiful setting. Trails suitable for bicycling groups are suggested along water conservation canal rights-of-way, and on a gentle gradient, cyclists can ride and enjoy panoramic views of the surrounding landscape.





## RECREATION ROADS AND TRAILWAYS

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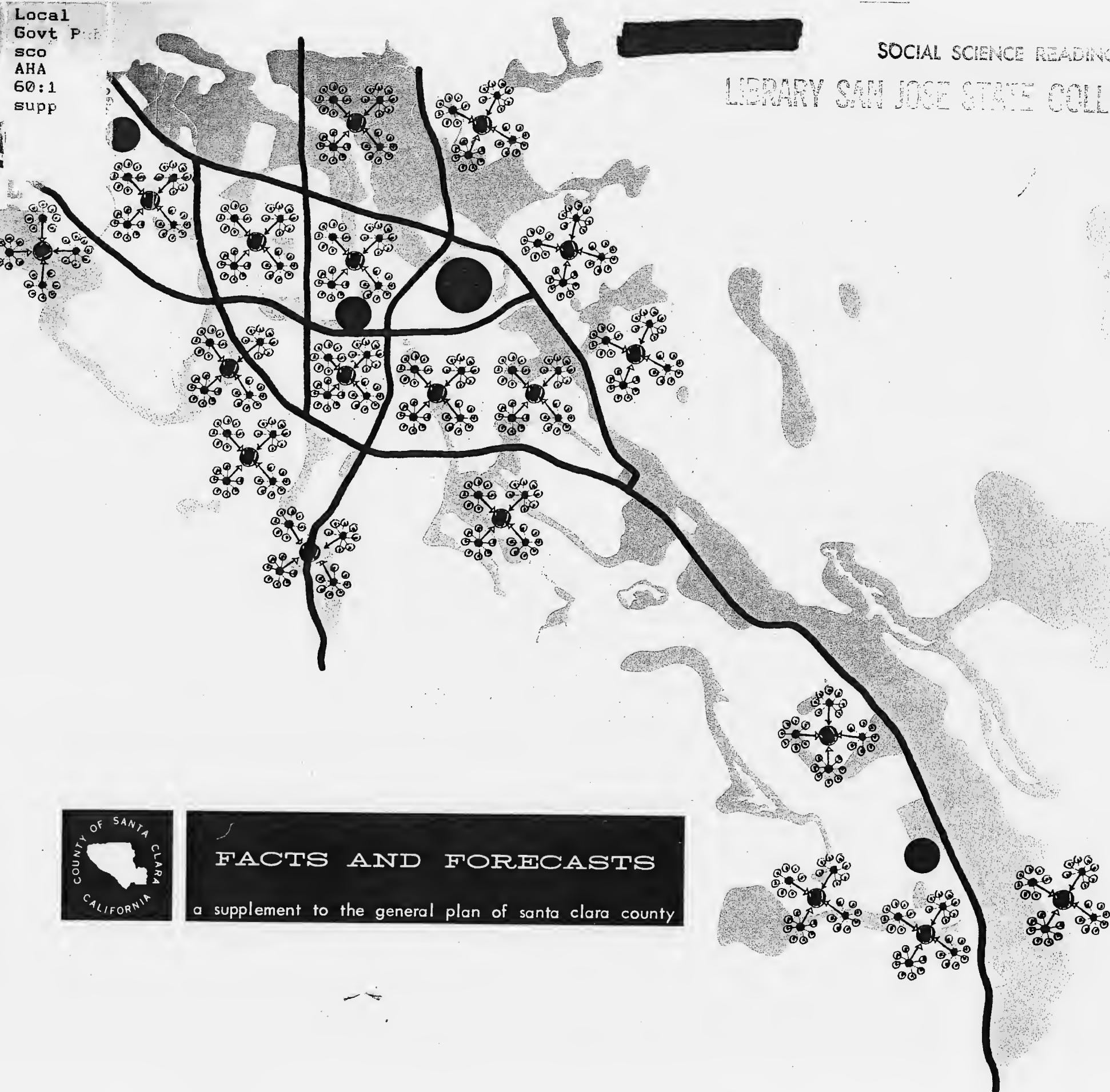
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FACTS AND FORECASTS

a supplement to the general plan of santa clara county

SANTA CLARA PLANNING DEPARTMENT

20 west rosa street, san jose, california

SAN JOSE STATE COLLEGE  
SOCIAL SCIENCE READING ROOM

Oct 1960

PROSPECTS: HC

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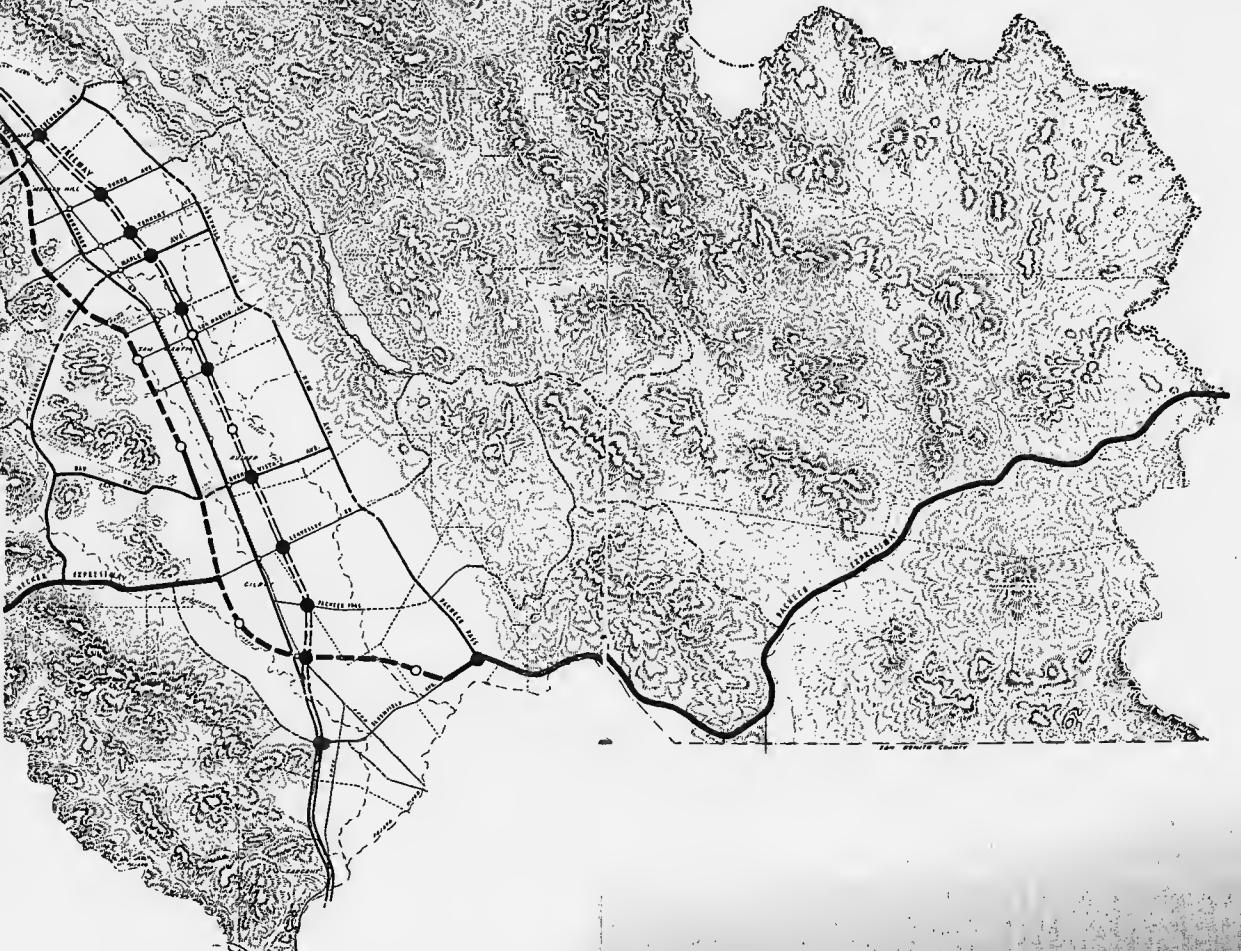
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### COUNTYWIDE TRAFFICWAYS PLAN

SYMBOL	CLASSIFICATION	FUNCTION	LANES	INTERCHANGES AND/OR GRADE SEPARATIONS	ACCESS	RESPONSIBILITY	SYMBOL	CLASSIFICATION
=====	Freeway	Interregional and intercounty travel	4-6-8	All	Totally limited	State: all adapted routes State, county, city: all proposed or unaccepted routes.	●	Interchange
—	Expressway	Intercounty and intercity travel	4-6	At all freeways, expressways and some intercity and major local thoroughfares. RR grade separation at all important xings.	Partially limited intersections at grade, (at 1/2 mile interval, Frontage roads, etc.)	Central agency (County, City, State)	○	Highway grade separation
—	Intercity thoroughfares	Intercity and local travel	4-6	Grade sep., channelization, signalization at intercity, major local and minor thoro. RR grade separation at all important xings	Protected by design, offstreet parking, subdivision design, etc.	As above	○	Railroad grade separation
—	Major local thoroughfares	Local travel	2-4-6	As above	As above	County, city and/or state individually or in cooperation	•	Designation "Parkway" indicates development within a park-like environment.
.....	Recreation roads	Recreation travel	2-4	All intersections at grade channelized and signalized at important intersections. RR grade separation at all important xings.	Protected by design	As above	—	Solid: existing or over same existing ROW Broken: approximate line over new ROW.

This plan is a part of the General Plan for Santa Clara County. It is based on the DeLeuw, Cather and Company Trafficways Plan and subsequent studies made by the County Planning Department in cooperation with the technical staffs of the cities in the county.<sup>11</sup> Its financing is being studied by a Countywide Trafficways Committee.



## PROSPECTS: HOW

Transportation tech we will move from travel has developed of surface transport new ways of travel the form of the city come, we can only efficient way poss rather than supplan

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As population and a trafficways shown i The General Plan su for movement of pe structure. Even th ciencies in the cou of this system in th been accepted as th all the freeways in a good start should bond issue will sup Major trafficways v a supplementary co this network is disc

The development of future, should ease rounding communit airports in the me Integration of these larly farmlands, off areas.

Water transportation and in Santa Clara C in the county's Sho facilities for ocean-

Rail transportation means of moving gr railroads can best si to adjacent land us other traffic should

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